VENICE IS AN ASTOUNDING PARADOX:
A CITY THAT BAFFLES THE IMAGINATION, MAGICALLY ERECTED
ON WATER TO CHALLENGE TIME AND THE LAWS OF PHYSICS;
BUILT TO CELEBRATE THE MAGNIFICENCE OF AN OUTSTANDING
SEA-FARING CIVILISATION AND TO EXCEED THE BEAUTY AND
OPULENCE OF THE MYTHICAL CITIES OF THE FAR-AWAY AND
ENIGMATIC ORIENT.

AN IMPOSSIBLE CITY WHICH NEVERTHELESS ACTED AS THE
MEDITERRANEAN’S CULTURAL AND BUSINESS CAPITAL FOR
CENTURIES, AT THE HEART OF ALL COMMERCIAL TRAFFIC TO
AND FROM THE MAINLAND AND THE IDEAL CENTRE OF THE
KNOWN WORLD.
A journey over more than 1,500 years

The port’s history was first documented in the 4th Cent. A.D. and is indissolubly entwined with the history of the city: by the Middle Ages it was the main link between the East - Marco Polo’s mythical Cathay - and the West.

The bond between Venice and its port has remained unchanged: both strive to consolidate their leading role and assert their global outlook, in tune with the city’s spirit.

Today, the port is about to experience an epochal change: quaysides and cranes will be pushed out to the open sea to create an Offshore Terminal, new terminals will be built in Marghera and the city will be reconnected to the Marittima passenger port.

This development is consistent with Venice’s roots and its mythical history. This new, symbolic “marriage of the sea” restates the strategic importance of the Adriatic, and the Mediterranean, as gateway to Europe.
Venice’s geographical vantage point has dictated the mission of the Port of Venice: to act as Central and Eastern Europe’s main hub for business, industrial and tourist traffic.

The Port of Venice is located at the intersection between the main European corridors: Lisbon-Kiev, Berlin-Palermo and Baltic-Adriatic. It is the Motorways of the Sea Terminal for the eastern Mediterranean.

Its position is central for traffic between Italy, Austria, southern Germany, Slovenia, Hungary, the Czech Republic and the Balkan countries, and is excellently served by roads, railroads and inland waterways.

Thanks to its location and its consolidated know-how, in the Port of Venice logistics are organised to maximise efficiency while cutting transport times for both cargo and passengers.

Within this context, the Port Authority has recently founded a new company, Venezia Logistics, to promote the Port of Venice’s services and target new cargo traffic.

www.port.venice.it/port
www.venezialogistics.it
Welcome to the age of multimodal transport

Although initially dictated by its geography, the consolidation of the Port of Venice’s central role stems from the extremely organised and smooth integration of different modes of transport, for both passengers and cargo.

This integration and the ability to co-ordinate and synchronise activities, transport and handling, while optimising time and improving efficiency, are the solutions for the port’s future development.

Railroad connections, with terminals for regular block trains; the unique opportunity to transport cargo to the heart of Lombardy through inland waterways; the increasing importance of the Motorways of the Sea for Ro-Ro and Ro-Pax transport; the development of container traffic to bring Europe closer to far-away markets: these are the strengths of the services and infrastructures offered, a full range that is absolutely in tune with the growing need to rationalise transport.

Aiming to handle cargo faster, more efficiently and respecting the environment.
The other side of Venice

All it takes is a glance: the port is the opposite that completes the historical city of Venice. The busy labyrinth of the calli, bridges and canals of Venice finds its match in the tidy and rational array of access roads, berths, quaysides and terminals that ensure the port’s significant economic performance and its major growth potential.

The port is the other crucial side of this precious city.
**ACCESS FROM THE SEA**
The Port of Venice is accessible year round, 24/7. Commercial and industrial traffic approaches the terminals in Porto Marghera through the Malamocco inlet and oil tankers dock at Porto San Leonardo.

Passenger ships enter the lagoon through the Lido inlet, sail by St. Mark’s square and San Giorgio, and approach the Marittima passenger port through the Giudecca Channel. Other quaysides are available in the heart of the historical city for passenger ships.

**RAILROAD ACCESS**
The terminals have their own dedicated rail tracks and the port’s railroad system has its own freight train arrivals and departures station located inside the port, in addition to two receiving and departure yards and a broad handling network.

**ROAD ACCESS**
The different parts of the port are easily accessible through the main road connections, providing direct links to the European motorway network.

**ACCESS TO AND FROM INLAND WATERWAYS**
The only inland waterways service in Italy: the Port of Venice is directly connected to the river ports of Mantua and Cremona through the inland waterways of the Po river and the Fissero-Tartaro-Canalbianco canals.

www.port.venice.it/access
> 20,450,000 SQM TOTAL AREA
> 30 KM QUAYSIDE
> 163 BERTHS
> 205 KM INTERNAL RAILROAD NETWORK
> 26 COMMERCIAL AND INDUSTRIAL TERMINALS
The Port of Venice handles all types of cargo: containers, bulk, oil. It has temperature-controlled warehouses and excels in General-Project Cargo and Ro-Ro.
The terminals are rationally organised to facilitate access and loading-unloading operations, to enable cargo treatment and early processing, and to cut overall transport times.

Different firms resort to their consolidated know-how to cover all the areas of the port’s activities.
### Port terminals

**COMMERCIAL TERMINALS**
- Centro Intermodale Adriatico (CIA) (1)
- Multi Service (2)
- Terminal Intermodale Venezia (TIV) (3)
- Terminal Rinfuse Italia (TRI) (4)
- Terminal Rinfuse Marghera (TRM) (5)
- Transped (comm.) (6)
- Vecon (7)

**INDUSTRIAL TERMINALS**
- Alcoa Trasformazioni (8)
- Bunge Italia (9)
- Cereal Docks (10)
- Colacem (11)
- Enel Produzione Fusina (12)
- Enel Produzione Marghera (13)
- Fintitan (14)
- Grandi Molini Italiani (15)
- Idromacchine (16)
- Ilva (17)
- Marghera Portuale (18)
- Polimeri Europa (19)
- Simar (20)
- S.I.L.O. Pagnan (21)
- Transped (ind.) (22)

**OIL TERMINALS**
- Eni (23)
- Decal (24)
- Petroven (25)
- S. Marco Petroli (26)

[www.port.venice.it/terminals](http://www.port.venice.it/terminals)
In the last 1,500 years, the Port of Venice has been constantly looking to the future to plan its development in tune with the developing and changing society. Change can be drastic and must be anticipated and guided based on the knowledge and skills of those who experience the port on an everyday basis: from quayside operators to the management.

As always, the future is now.

The future of cargo in Venice will benefit of a new Motorways of the Sea Terminal, a new Container Terminal and an Offshore Terminal.
The Offshore and the new Container Terminals

Venice’s Offshore Terminal will be located 8 miles off the Malamocco inlet, where the depth of the sea bed is 20 metres. It will receive oil, bulk and container traffic. An oil pipeline will carry the oil to the mainland while containers and other types of cargo will be transferred to a “mobile yard” made up of a fleet of barges that will sail to Marghera and other sea or river ports. Its operations will be supported by the new Container Terminal in Marghera which is connected to the railroad network: this prospects new opportunities for the development of the port systems of both Venice and the Upper Adriatic. Brownfields will be regenerated and converted to logistics and port use, rail and road accesses will be reorganised, and river navigation between Venice, Mantua and Cremona will be enhanced.

ECONOMIC ADVANTAGES
Traffic will increase (the port’s capacity for container traffic will reach 3 million TEUs/year), direct and indirect employment will grow; even larger ships from Suez will spend five less days at sea compared to the traditional routes to Northern Europe.

ENVIRONMENTAL ADVANTAGES
Oil will be kept out of the lagoon and the need to dredge the port channels will decrease as larger ships will no longer need to enter the lagoon inlets.

www.port.venice.it/offshore

New Motorways of the Sea Terminal

The new Motorways of the Sea Terminal will be operational by 2013 on an area of 36 ha. With two docks and 4 quays, it will serve ferries transporting trucks or their trailers (Ro-Ro) or carrying cars and passengers (Ro-Pax). The planned logistics platform connected to the railroad includes a logistics area with warehouses (including temperature-controlled warehouses), parking areas, services and offices. The terminal will be connected to Venice by boat.

www.port.venice.it/mosterminal
Passenger Port

> 2,000,000 PASSENGERS
> 8 PASSENGER TERMINALS
> 200 MEGA YACHTS
A port made of people

More than two million passengers yearly and the first Cruise Home Port in the Mediterranean: these results are not simply dictated by the uniqueness of the city of Venice, they are linked to a range of services tailored to the needs of all kinds of passengers and shipping companies, from all over the world.

The truth is that Venice, a truly global city, has always been an efficient and capable host for the most sophisticated and demanding tourists.

www.port.venice.it/passengers
In 2004, a new company was created to manage dedicated services for yachts and mega yachts. Controlled by VTP, Venice Yachts Pier (VYP) has enabled Venice to become a point of reference for especially demanding tourists. Today, more than 200 large luxury yachts dock yearly in dedicated quaysides.

Cruise ships, ferries, high-speed craft, mega yachts: for each of these, Venice is the “natural port”, the ideal destination, assuring suitable infrastructure and services.

Isonzo 1 and 2, 103, 107, 108, 117, 123, San Basilio: these are the names of the passenger terminals that provide a full range of integrated services for tourists and travellers arriving in, and leaving Venice. The nearby railway station and the airport, the availability of parking spaces, the experience and know-how of the operators in the Venezia Terminal Passeggeri (VTP) - the company that manages transiting passengers - ensure an easy and smooth approach to the port.

www.vtp.it
www.veniceyachtpier.com
As one of the most important passenger ports in Europe, the aim is to achieve better quality in services and facilities, to best serve travellers, operators and residents.

This is both an ambitious and realistic goal based on a structural growth potential and embracing a broad entrepreneurial vision, and translated into a number of strategic actions implemented by the Port Authority and other key players.

The planned new Gateway to Venice will include office space, shops, a hotel, a large garage and a roof garden.

Arranged over two levels, providing a total surface of 40,000 sqm, the complex is inside the passenger port and acts as access point and interchange between the port and the historical city. It can be accessed by ship from the sea, by car, by taking the monorail (People Mover) and even on foot from the labyrinthical streets of Venice. It is a novel facility, designed to provide utmost comfort, that will attract both business and leisure customers and that will encourage the full integration between Venice and its port.

[www.port.venice.it/gatetovenice](http://www.port.venice.it/gatetovenice)
THE PORT OF THE FUTURE WILL CONTRIBUTE EVEN MORE STRONGLY THAN TODAY TO CONFIRM VENICE’S ROLE AS CULTURAL AND COMMERCIAL CAPITAL OF THE MEDITERRANEAN AND OF EUROPE.

SUSTAINABILITY AND SAFETY ARE THE TWO PREREQUISITES FOR DELIVERING TRUE EFFICIENCY. THEY ARE THE CORNERSTONES OF THE PORT’S DEVELOPMENT PLANS AND WILL CONTRIBUTE TO THE HARMONIOUS DEVELOPMENT OF THE CITY, ITS TERRITORY AND ITS PEOPLE.
The Green Port

The “Green Port” is not simply a slogan or a wish. On the contrary, it summarises a concept that revolutionises the way the port is traditionally conceived and translates into a range of concrete actions.

To show that it is aware of its responsibilities, in recent years the Venice Port Authority has strenuously encouraged these concrete actions.

“Green Port” means to save energy by becoming energy-independent and by using clean and renewable energy.

Powering ships form the quayside using the Cold-ironing process (thus enabling berthed ships to keep their engines off), photovoltaic power and the use of LED lights to illuminate the port enable a drastic reduction of both consumption and polluting emissions alike.

Green Port means remediating channels and brownfields, especially in Marghera, and the best possible management of water and waste, to free the land from the pollution caused over the years by chemical industries.

Green Port means keeping oil tankers out of the lagoon thanks to the new Offshore Terminal.

Green Port means the constant reduction of noise and emissions, for the gradual improvement of the quality of the air and to increase the wellbeing of those who live and work in neighbouring areas.

Energy for the Port of Venice from algae

A pilot plant will be built to test the use of algal biomasses to generate power and heat and make the Port of Venice carbon-neutral.

The plant will include two units: one for culture of microalgae and another where they will be converted into biofuel, generating some 40 MW.

Global CO₂ emissions could be reduced by encouraging more cargo to transit through the Port of Venice to reach final European destinations.

It may appear paradoxical, but in fact, if part of the goods heading for Central Europe were to choose Venice rather than the North European Ports, there would be a considerable reduction in transport-generated greenhouse emissions.

Venice is also the only major Italian port to have an inland waterway port, which is used to transport goods to Mantua and Cremona along the Po river, thus contributing to reduce the amount of goods carried on road.

www.port.venice.it/agreenport
The Safe Port

A city like Venice could only have an exceptional port. What is being created here is the fulfilment of a new and futurable idea of the modern port: a system that adopts the most advanced and sustainable technology to gain efficiency and productivity, never putting safety, the environment and people at risk.

Nowadays, the concept of safety is broad and multi-faceted. As a result, the adoption of virtuous practices and behaviours relies on the continuous training of people.

Safety & Security

SAFETY
To ensure safety in the workplace, the port has adopted technologies, tools, accessories and procedures to protect the health and safety of people, while ensuring efficiency. Training and inspection activities ensure compliance to the highest standards and the constant improvement of results.

SECURITY
A Control Room manages the video surveillance and access-control systems that monitor people and vehicles. Video surveillance is ensured in the port areas of the passenger port and of the commercial port, in addition to the major navigation channels. Scans are performed on cargo, vehicles and containers.

www.port.venice.it/safety-security
By definition, ports are complex systems that require the rational co-ordination of different specific skills: companies and institutions are called upon to join forces to achieve the shared goal of an increasingly efficient port.

LogIS is the Venetian Port Community System: it is integrated with the Italian Customs Agency to enable operators to complete any bureaucratic procedures associated to maritime transport through the internet.

The organised port

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www.port.venice.it/institutions
Since its establishment in 1996, the Venice Port Authority has held a central role in the port’s development.

The Port Authority is a public body that independently manages its administrative, budget and financial issues; according to Italian law its tasks include guiding, co-ordinating and promoting port, commercial and industrial activities performed in the Port of Venice.

Port Authority’s activities are supported by a number of companies that are held either directly or indirectly.

www.port.venice.it/spv